MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: SHA Bridge No. 15033 (Sligo Creek Bridge) Inventory Number: M: 37-7

Address: MD 195 (Carroll Avenue) over Sligo Creek Historic district: ____ yes X no

City: Takoma Park Zip Code: ____ County: Montgomery

USGS Quadrangle(s): Washington West

Property Owner: State Highway Administration Tax Account ID Number: ____

Tax Map Parcel Number(s): ____ Tax Map Number: ____

Project: Historic Bridge Inventory Agency: SHA

Agency Prepared By: ____

Preparer's Name: ____ Date Prepared: ____

Documentation is presented in: ____

Preparer's Eligibility Recommendation: ____ Eligibility recommended ____ Eligibility not recommended

Criteria: __A __B __C __D Considerations: __A __B __C __D __E __F __G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: ____

Inventory Number: ____ Eligible: ____ yes Listed: ____ yes

Site visit by MHT Staf ____ yes ____ no Name: ____ Date: ____

Description of Property and Justification: *(Please attach map and photo)*

See MIHP Form

MARYLAND HISTORICAL TRUST REVIE

Eligibility recommended X **Eligibility not recommended** ____

Criteria: __A __B X C __D **Considerations:** __A __B __C __D __E __F __G

MHT Comments:

Ann Parkinson — 6/20/05

Reviewer, Office of Preservation Services **Date**

[signature] — 6/22/05

Reviewer, National Register Program **Date**

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M:37-7

Name: Sligo Creek Bridge, MD 195 over Sligo Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended __X__ Eligibility Not Recommended __ ____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number M: 37-7

SHA Bridge No. 15033 **Name:** MD 195 over Sligo Creek (Sligo Creek Bridge)

Location:
Street/Road Name and Number: MD 195 (Carroll Avenue)

City/Town: Takoma Park **Vicinity** _____

County: Montgomery

Ownership: _X_State_County_Municipal__Other

This bridge projects over: __Road__Railway_X_Water__Land

Is the bridge located within a designated district:__yes_X_no

_NR listed district_NR determined eligible district
_locally designated_other
Name of District

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift_Retractile_Pontoon

__Metal Girder
__Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

_X_Concrete
_X_Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame

_Other Type Name_____

Describe Setting:

Bridge 15033 carries MD 195 over Sligo Creek in Montgomery County. MD 195 runs north-south over the eastern flowing Sligo Creek. The area immediately adjacent to the bridge is in Sligo Creek Park and has no residential development.

Describe Superstructure and Substructure:

Bridge 15033 is a triple-span, open-spandrel concrete arch bridge. The length of the bridge is 225 feet. The individual spans have clear spans of 65 feet, 90 feet, and 65 feet respectively. The bridge has a rise of 22 feet from the springline to the crown. The rise to run ration is 10 percent. There is a clear roadway width of 30 feet, with an overall bridge width of 42 feet 4 inches. The bridge has 2 sidewalks each measuring 5 feet. The pier is approximately 13 feet by 6 feet by 24 feet. The piers are approximately 8 feet 6 inches across the face and 24 feet wide. According to a 1997 inspection report, the bridge is in satisfactory condition, with a sufficiency rating of 78.7.

Both sidewalks have numerous patched areas with fine transverse cracks and moderate to heavy scaling with aggregate exposure. The patched areas on the face of the curbs also have fine spalling and concrete deterioration. The approach walk on the southwest endblock is slightly misaligned. Corbelled sections under the sidewalks exhibit areas of fine irregular cracking with efflorescence and small popouts with rusted reinforcement bars exposed. The corbels at the abutment face have had extensive patching. At these patched spots there are efflorescence and rust stains. The arches have some short longitudinal cracks and a few small popouts with rusted reinforcement bars exposed. Most cracks meet the edges of the arch and some are open up to 1/8-inch. In span #1, there are some 2-foot long longitudinal cracks on the bottom edge of the arch, with small hollow areas.

The concrete floor beams have some fine vertical and random cracking with efflorescence. Some of the cracks are continuous from the deck. Floor beams #1 and #9 at the southern abutment have been extensively repaired with pneumatically applied concrete. There are light and random cracks visible in some of the patches.

The parapets are original. The builders used an open parapet design. The reinforced concrete railing consists of panels securely fastened by dowels to the structure. The parapets are 220 feet long and 3-feet high across both sides of the bridge. Each endblock has an incised panel measuring approximately 1 foot by 3 feet. Both walls have extensive concrete patching with several balustrades spalled with rusted reinforcement bars exposed. There is some spalling with exposed reinforcement bars on the solid panels over the pier.

The concrete columns between the top of the arch and floorbeams have some fine vertical and random cracking. The columns adjacent to the deck joints at piers have had some concrete patching and efflorescence. The pier columns and struts between them have isolated short open vertical cracks with some efflorescence and small rust stains. Both abutments have fine vertical and open vertical and diagonal cracks with efflorescence, small popouts with rusted reinforcement bars exposed. The tops of the abutments under the floorbeams have been heavily repaired with gunite. The wingwalls have some fine vertical, horizontal, and diagonal cracks with efflorescence and some popouts with rusted reinforcement bars exposed.

Discuss Major Alterations:

There has been minor patching on the exterior and interiors of the parapet, however there have been no major alterations to this bridge. The above-mentioned patches in the columns, parapets, abutments, and floorbeams were completed in 1992. In addition, a fence was added to the southern side of the bridge.

When Built: 1932
Why Built: Improvement of lateral corridors

M:37-7

Who Built: State Roads Commission
Who Designed: State Roads Commission
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign?
No, this bridge was not built during an organized bridge building campaign.

Surveyor Analysis:
This bridge may have NR significance for association with:
_X_ A Events **_ Person**
_X_ C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in March 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

Between 1932 and 1934 funds that were available for the construction program consisted of unexpended balances, gasoline tax revenues, Federal appropriations and revenues derived from a $4,000,000 debenture issue. These funds were consolidated to finance road and bridge projects on secondary and feeder roads. Between 1931 and 1934, the State Roads Commission constructed 170 bridges and miscellaneous structures. Included in these structures was a triple-span reinforced concrete, open spandrel arch bridge.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

No this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes this bridge is a significant example of its type. This bridge represents the State Roads Commission's efforts toward the standardization and unification of the county and state roads throughout the state's road system.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. The arch ribs, spandrel columns and arch, abutments, wingwalls, piers and parapets are original and intact.

Is the bridge a significant example of the work of a manufacturer, designer and/or engineer?

Yes, this is a significant work of the State Roads Commission in the 1930s.

Should this bridge be given further study before significance analysis is made and why?

No this bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ **SHA inspection/bridge files** ___X_____
Other (list):

Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland.* Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

M:37-7

P.A.C. Spero & Company and Louis Berger & Associates
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore, Maryland.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded December 1997
Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670

M: 37-7 1932
Maryland Route 195 Bridge Over Sligo Creek
Takoma Park vicinity
public (unrestricted)

This bridge carries Maryland Route 195 over Sligo Creek near Takoma Park, Maryland. It consists of three concrete arches, each a pair of arched ribs. The central arch has a span of 90 feet, and is flanked by spans of 65 feet in length. The arches support a series of concrete bents which are connected along the sides by a series of small arches. Portions of the roadway are cantilevered beyond the arched ribs, on extensions of the bents. The 30 foot wide roadway with sidewalks is lined by a simple concrete balustrade, with cast iron lamp standards with glass globes placed at intervals along its length.

While concrete bridges of the period of this survey (1935 and older) are not uncommon (there are more than 60 of them scattered around the state), their form is significant as a type -- a type that in all probability will never again be built. This bridge was chosen for addition to the survey as a representative example of its type, and because of its general attractiveness. Few bridges of this type are as visible as this one, or have such a dramatic setting high above the park along Sligo Creek.

This structure is the only historic concrete bridge -- part of Maryland's state road system in Montgomery County, and one of nine bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

M 15033

MARYLAND HISTORICAL TRUST

M-37-7

MAGI# 16[illegible]3817

4000

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Maryland 195 over Sligo Creek Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

~~Tocoma~~ Takoma Park — VICINITY OF

CONGRESSIONAL DISTRICT

1st

STATE

Maryland

COUNTY

Montgomery

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME

State Highway Administration DOT Survey — Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore — VICINITY OF

STATE, zip code

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC. Montgomery County Courthouse

STREET & NUMBER

CITY, TOWN

Rockville

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

M:37-7

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The bridge consists of three concrete arches, each a pair of arched ribs. The central arch has a span of 90' and is flanked by 65' spans. The arches support a series of concrete bents, which are connected along the sides by a series of small arches. Part of the roadway is cantilevered beyond the arched ribs on extensions of the bents. The thirty-foot roadway with sidewalks is lined by a simple concrete balustrade, which is marked at intervals by cast iron lamp standards with glass globes.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

M:37-7

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1932 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Concrete arch bridges of the period of this survey (1935 or earlier) are not uncommon. There are more than sixty of them scattered around the state, generally of the same configuration. As with medium sized metal truss bridges and other technological types common to the period, we are unlikely to see this form reproduced in any new construction. In spite of the relative plenitude of these structures, therefore, they deserve some attention. The structures under discussion here (along with the Conococheague River/Route 40 bridge, SHA# 21012) has been chosen as both representative of its type and as a uniquely attractive example. While sharing the technology of the other sixty, its central span is larger than any other. It seems to be a general rule that as these structures increase in size, they also increase in attractiveness. The great unmarked central ribs of this bridge are particularly graceful. Multiple arches also tend to increase the appeal of these structures. Futhermore, few of these bridges are as visible as this one, or have such a dramatic setting. The relationship of this bridge with the park along Sligo Creek is organic; the structure is an important part of the experience of the park.

CONTINUE ON SEPARATE SHEET IF NECESSARY

M:37-7

9 MAJOR BIBLIOGRAPHICAL REFERENCES

File of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Maryland.

Condit, Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Washington West, MD
Quadrangle Scale: 1:24 000

UTM References: 18.326710.4316630

VERBAL BOUNDARY DESCRIPTION

NA

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
NA	
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION	DATE
Maryland Historical Trust	1980
STREET & NUMBER	TELEPHONE
21 State Circle	(301) 269-2438
CITY OR TOWN	STATE
Annapolis	Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures, In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be sidestepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the saml1 crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

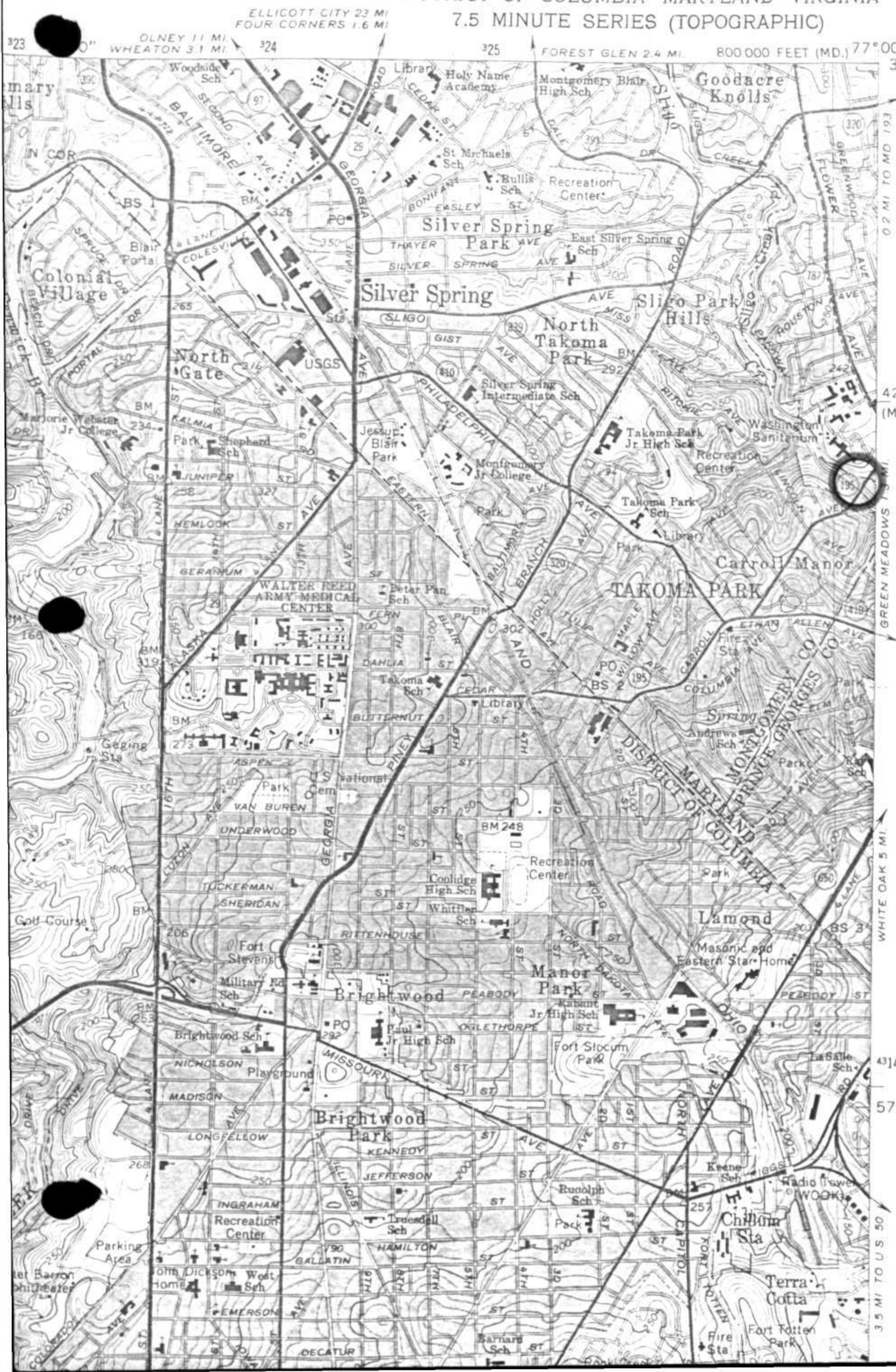
these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to site back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.

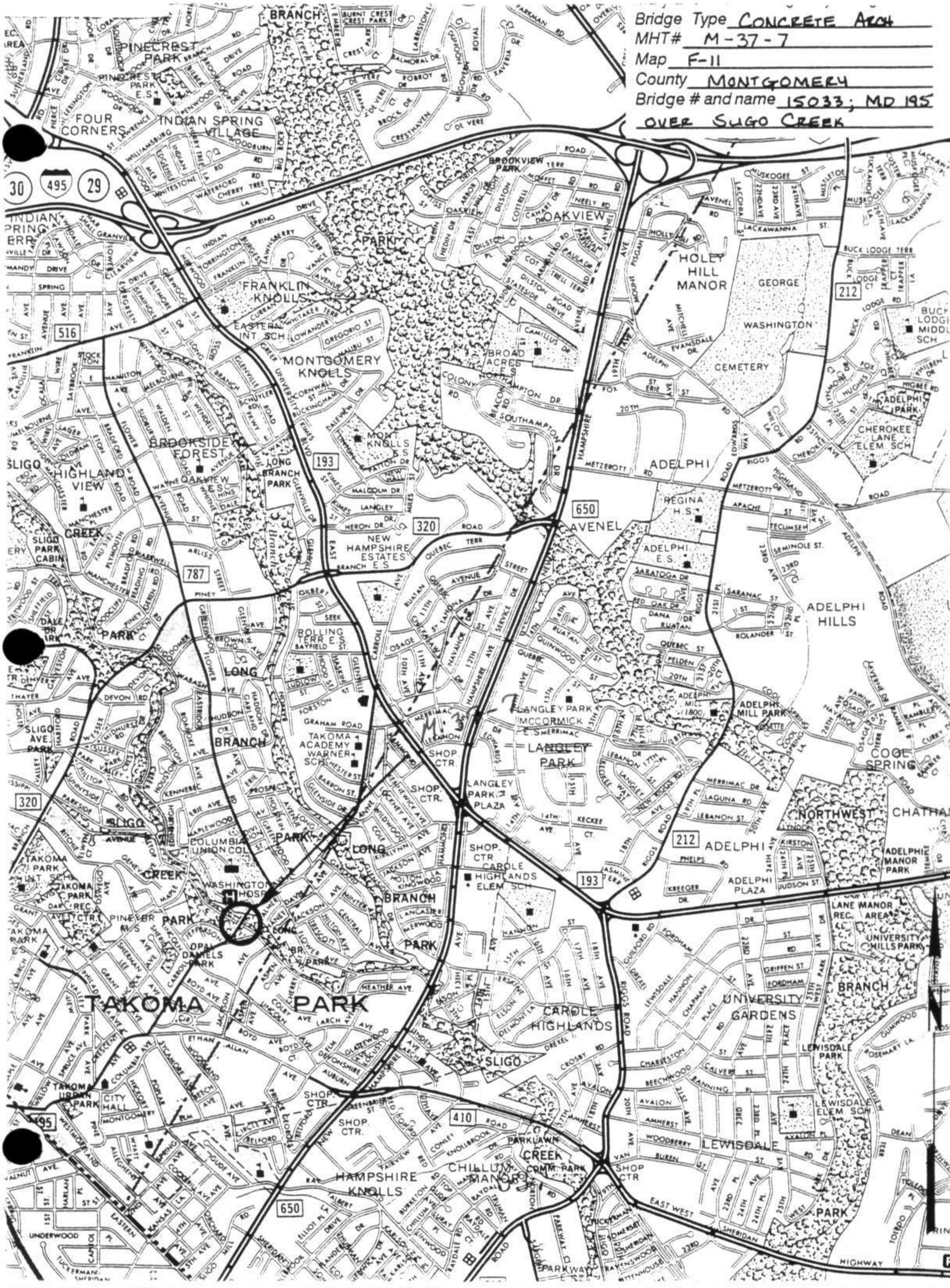
WASHINGTON WEST QUADRANGLE
DISTRICT OF COLUMBIA–MARYLAND–VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

5662 III SW (BELTSVILLE)



M-37-7
WASHINGTON
WEST
QUADRANGLE

Bridge Type CONCRETE ARCH
MHT# M-37-7
Map F-11
County MONTGOMERY
Bridge # and name 15033; MD 195 OVER SLIGO CREEK




SPEED
LIMIT
25

Inventory # M:37-7

Name 15033-MD 195 OVER SLIGO CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number 1 ~~24~~ ~~49~~ 7 of ~~34~~

Inventory # M37-7

Name 15033 - MD 195 OVER SLIGO CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION SOUTH

Number 2 ~~25~~ of ~~34~~ 7

Inventory # M:37-7

Name 15033 - MD 195 OVER SLIGO CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description APPROACH EAST

~~4~~ ~~9~~ 9 3 of 7
Number ~~27~~ of ~~34~~

1. M:37-7
2. MD 195 over Sligo Creek
3. Montgomery Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 4 of 7


SLIGO CREEK BRIDGE
BUILT — 1932
STATE ROADS COMMISSION
G. CLINTON UHL — CHAIRMAN
E. BROOKE LEE. ROBERT LACY
H. D. WILLIAR, JR. — CHIEF ENGINEER
W. C. HOPKINS — BRIDGE ENGINEER

1. M-37-7
2. 15033, MD 195 OVER SLIGO CREEK
3. MONTGOMERY COUNTY, MD
4. WALLACE-MONTGOMERY
5. 12/97
6. MDSHPO
7. PLAQUE
8. 5 of 7

1. M:37-7
2. MD 195 over Sligo Creek
3. Montgomery Co., MD
4. Wallace, Montgomery & Assoc,
5. 12/97
6. MD SHPO
7. Looking East
8. 6 of 7

1. M:37-7
2. MD 195 over Sligo Creek
3. Montgomery Co., MD
4. Wallace, Montgomery & Assoc,
5. 12/97
6. MD SHPO
7. Looking West
8. 7 of 7

M;37-7


NO
TRUCKS

M-~~37-6~~ 37-7
Sligo Creek Bridge
M/DOT
Hnedak/Meyer
Summer 1980